

lever extends through the heel board into the cab just to the left of the drivers seat. The dog clutch is engaged by pulling the lever forward until the notch in the underside of the lever engages with the heel board. In this position the lever operates a microswitch which lights the green PUMP RUNNING lamp on the ignition switch panel. The dog clutch is disengaged by lifting the operating lever until the notch is clear of the heel board and then pushing the lever back towards the heel board.

Pump control panel

32. The pump control panel comprises a tachometer, a pressure gauge, a switched panel light and the engine hand throttle control. It is located in the cab to the left of the central instrument panel. After the power take off drive has been engaged the engine speed is adjusted using the hand throttle, to give a pump delivery pressure of 150 lb/in² indicated on the pressure gauge (calibrated from 0 to 250 lb/in²). The red warning pointer on the tachometer (calibrated from 0 to 8000 rev/min) is set to indicate 4100 rev/min and the engine speed should not exceed this.

HOSES (fig.5)

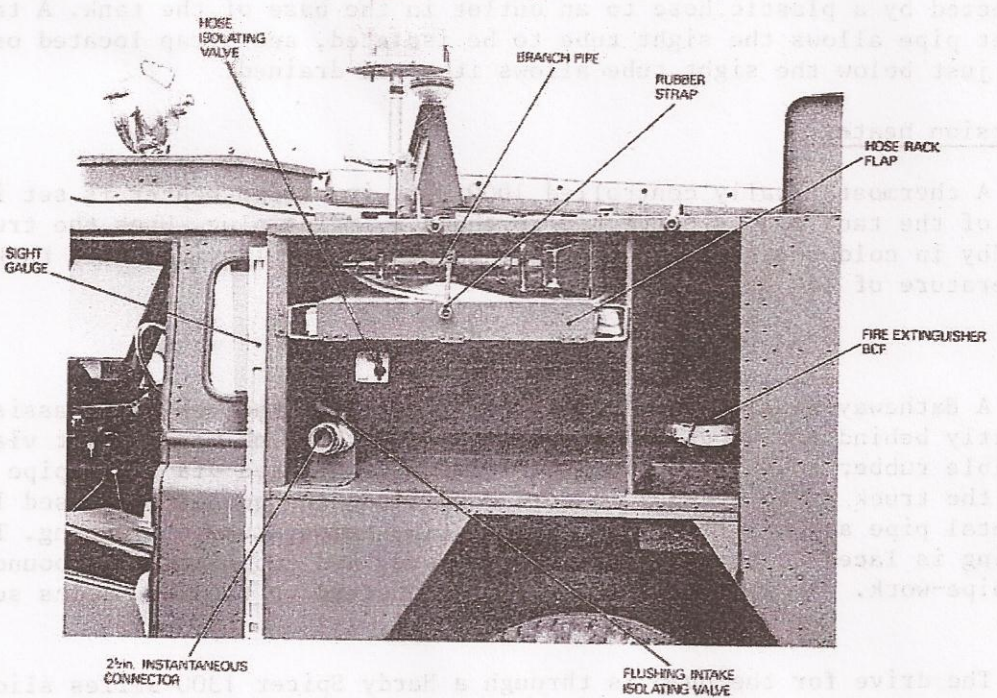


Fig.5. Left-hand hose rack compartment

33. Each of the two hoses consists of a 100 ft. length of rubber lined, reinforced, plastic covered Flame Fighter hose terminated at each end with a quick action hermaphrodite coupling. The hoses are carried, one on each side of the truck in a hose rack mounted in a recess in the body. A stainless steel strip is fitted to the front edge of each recess to prevent the hose being damaged when it is run out forward of the truck.

34. Each hose is connected to the common pump outlet pipe via its own hand-operated isolating valve mounted adjacent to the hose rack. A hand-held branch-